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Mr. Bennett has endeavored to make his *History of the Panama Canal* cover the contribution which all have made who participated in the work as legislators, administrators or constructors. The volume makes its appeal not only to the historian but also to the student of engineering and of construction work. One interesting feature of the book is a biographical sketch of the various officials who were connected in one capacity or another with the canal. The volume is evidently constructed with the view to sale by subscription, and thus contains certain popular features which, however, do not detract from the substantial merits of the work as a whole.

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University of Pennsylvania.

KIRKALDY, ADAM W. *British Shipping: Its History, Organization and Importance.* Pp. xx, 655. Price, \$2.00. New York: E. P. Dutton and Company, 1914.

Since the time when men first began to "go down to the sea in ships," no field of endeavor has possessed greater lure than the sea, no branch of industry has held more romance and charm than shipping and navigation. At the same time, few industries can show a greater material development than the shipping industry and none can claim credit for a greater measure of benefit to mankind. The rise of the British power was due largely to the growth of its maritime industries, and the integrity of the great empire has for generations rested on the supremacy of its power at sea. The economic importance of the shipping industry, its political significance, and its romance are the outstanding features of this extremely interesting and well-written volume.

The first part of the work deals with the evolution of the ship from the "flimsy coracle" to the "magnificent liner," giving an account of the changes in the form and size of vessels, the materials of construction, and the motive power; the second part treats of ownership, management and regulation of shipping; the third of the great trade routes of the world, and the fourth of the principal ports and docks of the United Kingdom. A well selected bibliography is given, and a copious appendix containing statistical and other information concerning the development of the speed and size of ships, the changes in ocean freight rates and the growth of the mercantile marine of Great Britain and other countries.

The American reader of this work cannot fail to find interesting the chapters dealing with the rivalry of the United States and Great Britain for maritime supremacy during the period from 1830 to 1860. The account of the remarkable success of American ship-owners in the competitive struggle during the years just preceding the introduction of the iron ship will doubtless occasion surprise to some who begin the decline of the merchant marine of the United States with the enactment of the shipping reciprocity law of 1828.

Chapter IX, Book III, on the economic effects of the opening of the Panama Canal, is an extremely lucid and well-balanced statement of the political and economic changes which are likely to follow the opening of this new trade route. Political and commercial ideals have changed everywhere in the past few years and "the world is on the eve of great things full of great possibilities." The

author's keen insight has been vindicated by many events occurring since his work was published; his conclusions concerning the trend of the near future merit careful consideration.

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ROSS, EDWARD ALSWORTH. *South of Panama*. Pp. xvi, 396. Price, \$2.40. New York: The Century Company, 1915.

"My first obligation is not to National Policy but to Truth." Prefacing his book of South American travel and research with this statement, Dr. Ross makes good his word. This the reader soon realizes. The main line of thought, visualized by clear-cut descriptions, shows the entrenched power that the authoritative hierarchy of state, church and privileged-class hold over the masses of people. Coupled with such traditional forces are the natural concomitants of class pride, contempt for useful labor, subjection of women and social parasitism. These are the old, hardened mold-forms that shape the lives, thoughts and ideals of the peoples south of Panama. And as the author well puts it, "It will be yet long ere it is transformed by such modern forces as Industry, Democracy and Science."

Through the first five chapters of the book you travel with the writer from the Panama Canal along the western coast of the Continent as far as five hundred miles south of Santiago, Chili. It is on these inland tours that Dr. Ross ferrets out the customs, traditions and local peculiarities. At one place he finds all attempts to introduce the new, steam-rolled by the church and established customs; at another place the races are so low that their sluggish indifference bars out any civilizing tendencies.

From Santiago an eastern cut is made across Argentina to its capital, Buenos Aires; followed by travels into the northern part of the Republic. Argentina shows a wholesome improvement in comparison with the other South American countries. In establishing industry from family life and social legislation we at least find the first stakes driven.

The major part of the book deals with the general economic, educational, moral and religious conditions of the Continent. The economic status brought out by these travels and investigations is pitiable—or better put—is vicious. Class domination grinds labor far beneath contempt. The "hook system" of Peru, the pongos' conditions in Bolivia as well as the trampled inquilinos of Chili, all show degeneracy of those who do the work. Absentee landlordism reigns; there is no thought or care of labor conditions so long as the fruit of the land falls to the landlord.

These basic economic conditions cast black shadows upon politics, government, education and religion. Caste is everywhere. The church—the Catholic Church—controls in the main both religion and education. The church and state are linked, the former receiving financial, legal and moral support from the latter. However, the dawn of church and state separation is coming, and already the light of religious and educational freedom brightens one's hopes for a better day.

The theory of Professor Ward's famous fourteenth chapter of *Pure Sociology* finds facts for its support in South America. The sex morality, the sphere of